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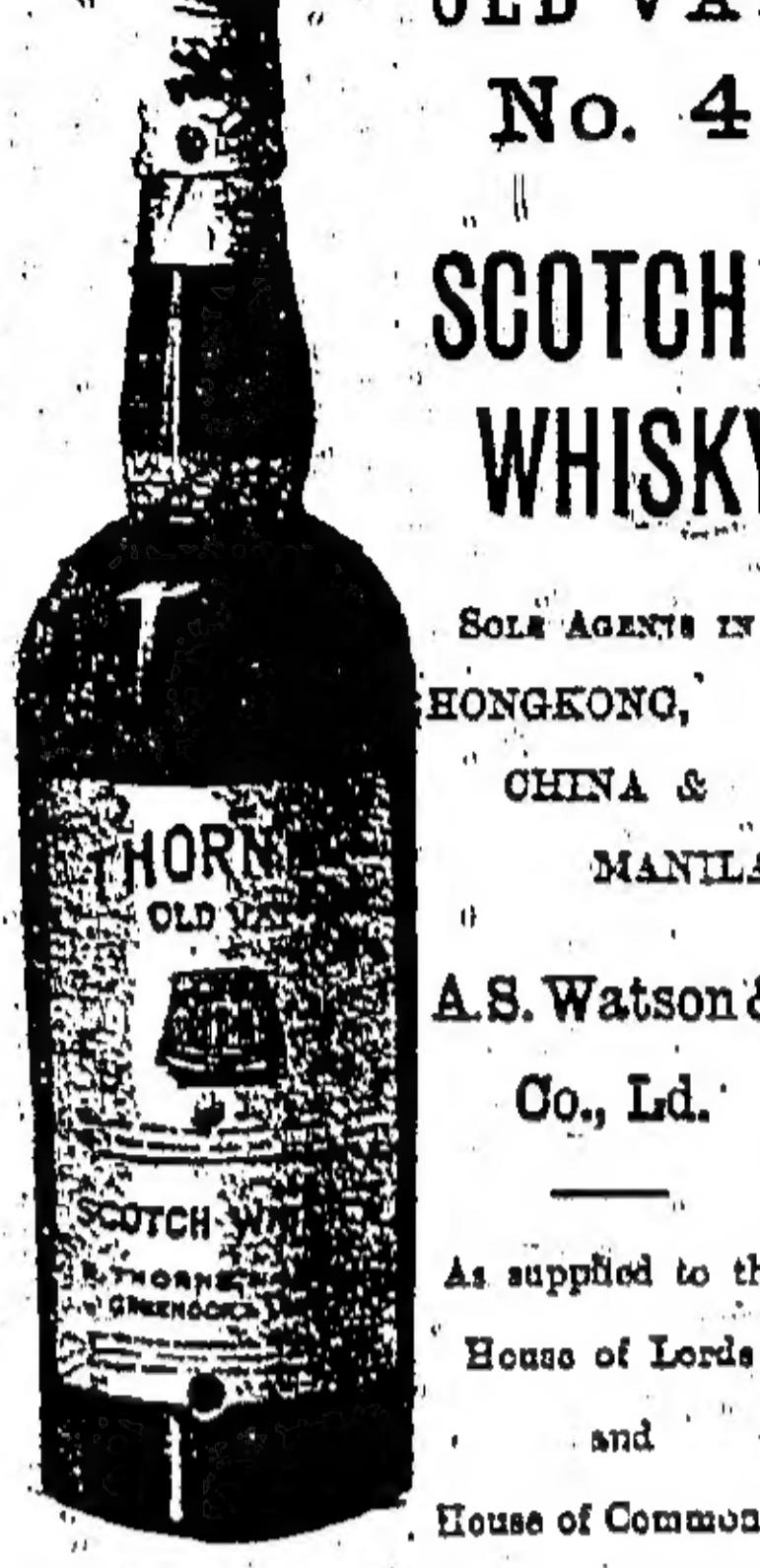
No. 14,748.

號五廿月七十一百九十一英

HONGKONG, MONDAY, JULY 25, 1910.

日九十一月六日二號

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A strong British Corporation Registered under Hongkong Ordinances and under Life Assurance Companies' Acts, England.
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Lefferts Know, Esq., Hongkong, Canton, Macao and the Philippines.
District Manager. B. W. Tape, Esq., Alexandra Building, Hongkong, November 16, 1909. 1424

KOWLOON C. C. CONCERT.

Under quite ideal circumstances the annual promenade concert promoted by the Royal Cricket Club took place on the Club's special grounds at King's Park on Saturday night. It was a beautiful moonlight night, and the whole setting of the event was such as to give genuine delight. At the entrance to the grounds the letters "K. C. C." stood prominently out in pale blue electric bulb, deep red Japanese lanterns illuminated the pathway, while the face of the Club's pavilion was prettily outlined in electric lights and the effect completed by an ample display of flags. His Excellency the Officer Administering the Government (Sir Harry May) accompanied by Lady May and attended by his A.D.C. (Capt. Garnett) patronised the event, being met at the entrance by the President (Sir Horace St. John), by whom they were escorted to the concert.

As to the concert itself, it is certainly provided a pleasant evening for the large crowd present, but in point of excellence could not be said to come up to the standard of other years. When we say this we do not desire to cast any reflections on those who took part, nor do we lay any complaint against the promoters of the concert, who we understand, had the greatest difficulty in arranging the programme owing to the lack of available talent. We are simply stating a fact. The keenest regret was that the services of no lady artiste could be secured. But if the general excellence was not pronounced as previously there were quite a number of contributions which were in every way satisfactory. Very little criticism could be applied to the straightforward selections given by the band of the 13th Rajput, who under their enthusiastic leader, Mr. Cole, seem to improve at each hearing. The degree of comparative perfection to which they have attained is really nothing short of wonderful when all circumstances are taken into consideration. Their rendering of the several numbers with which they were entranced on Saturday was such as to call forth many marks of approval, the most popular with the audience being the selection from the "Dollar Princess" and the arrangement of "Songs of Old England" by F. Godfrey. Something much more ambitious was essayed in Ponchihen's "Giocanda," but unfortunately a musical selection came off at the very finish of a long-drawn-out programme when a considerable portion of the audience had left.

The only other instrumental work performed apart from the band was supplied by Messrs. F. C. Dixow (violin), G. S. Arributt (cello) and E. J. Chapman (piano). This was well rendered, but a "stringed instrumental trio" is scarcely the thing for open-air concerts and would doubtless be far more greatly appreciated in the drawing room. Mr. R. E. White again charmed his hearers with his magnificent voice. His rendering of "The Last Watch" was an artistic piece of work, but the audience showed distinct preference for the old favourite, "The Village Blacksmith," which was so delightfully given that he had to make a resounding repeat. Mr. E. Edie Abney created a great impression by his song, "My Dreams," while the violinist, Mr. Dixow, with his meritorious playing, was supplied by Mr. W. A. Hannibal and Mr. A. Gregory. One of the most appreciated items of the evening was the really clever sword display given by Corporal Burgess. In Mr. George Grimes the vocalists found a sympathetic accompanist.

WHY SUFFER FROM RHEUMATISM?
IT is a mistake to allow anyone to suffer from rheumatism, as the pain can always be relieved, and in most cases cured by applying Chamberlain's Pain Balm. The relief from pain which it affords is alone worth many times its cost. It is a chemist's preparation, and is safe for all classes.

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(Continued on Page 3.)

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SATURDAYS and SUNDAYS, at 6 P.M.

at REDUCED PRICES.

be not taken into consideration at all. The amount provided in the Estimates for Personal Emoluments and Other Charges was \$313,910. By supplementary votes the total sum available under this head was brought up to \$324,408, whereas the actual expenditure was only \$202,018.36. There was provided for Annually Recurrent Works a total vote of \$171,810, of which \$143,000 was covered by the Estimates and the remainder secured by supplementary votes. The actual expenditure, however, was only \$109,009.85. When we come to the third heading—Extraordinary Works—we are faced with a different story. Here the payments exceed the vote, even after the granting of an additional sum of \$75,829.10 over and above the Estimate of \$1,042,000. The excess above the total vote of \$1,118,429.40 is a sum of \$96,068.88. Before we proceed to analyse these figures more closely it will be interesting to compare the specified expenditures with the figures for 1908. Briefly, they show that \$25,510.85 more has been expended on item No. 1, \$102,433.45 less on No. 2, and \$13,562.80 more on No. 3. The increase in the first item is ascribed partly to the fall in exchange, the salaries of the senior officers having been paid at the average rate of 1.0 as compared with 1.04d. during the preceding year, and partly to the transfer of certain expenditure from Public Works Recurrent to this head making it necessary to supplement the vote "Other Charges" by the sum of \$10,558. The large decrease in the second item is principally due to reduced expenditure on the following votes:—Maintenance of lighthouses \$11,104.87; maintenance of telegraphs, \$2,570.17; dredging foreshores, \$2,356.19; miscellaneous—services, \$3,603.02; typhoon and rainstorm damages, \$61,296.80; maintenance of Kowloon Waterworks, \$5,005.90; water account (meters, &c.), \$11,294.41. The large increase in the third item has already been referred to.

Confining our attention strictly to the figures for the past year, we are told that the saving in the vote, Personal Emoluments and Other Charges, is due to vacancies in the staff, lapsing pay of officers on leave and refunds on account of supervision of work executed by the Department for various public companies. In the case of Annually Recurrent Works the following were the sub-heads under which the principal savings occurred—Maintenance of buildings in New Territories, \$2,476.06; maintenance of sewers, nullahs, &c., \$1,783.44; Maintenance of public cemetery, \$2,885.33; dredging foreshores, \$4,255.35; miscellaneous services, \$3,278.24; maintenance of City and Hill District water-works; \$13,975.34; water account (meters, &c.), \$11,331.92. The saving on dredging foreshores was due to less dredging being done than usual owing to frequent typhoon scares and necessary repairs to the dredger; that on miscellaneous services to the withdrawal of many charges such as had previously been defrained from this vote; that on maintenance of City and Hill District water-works to less pumping being done than was provided for; and that on water account to its not being found possible to greatly extend the meter system owing to the available staff being engaged on the supervision of the rider main system which was in operation for nearly 9 months. Excesses occurred in two sub-heads only, namely—Typhoon and rainstorm damages \$21,700.25; maintenance of Kowloon Waterworks, \$1,555.34. The excess on the former is attributed to the rainstorm of 19th October, 1909, and that on the latter to the fact that the amount voted, viz., \$7,000, proved to be insufficient. The water supply of Kowloon has recently been converted from a pumped supply to a gravitation one and, as the conditions differ from those prevailing in the City, there were no reliable data on which to base the estimated expenditure under the new conditions. The large excess under Extraordinary Works is said to be due mainly to extensive resumptions of land.

Generalising, the total expenditure of the Department is found to be \$1,916,419.49, which is some \$1,700 over and above the amounts voted—and this after supplementary votes had been made to the extent of \$125,197.40. Compared with the previous year the total expenditure has increased by considerably over \$130,000, but this, as will be explained in greater detail hereafter, is largely due to certain very extensive resumptions of land which have been carried out during the past year. The disbursements of the Department are incurred under three headings—(1) Personal Emoluments and Other Charges; (2) Annually Recurrent Works; (3) Extraordinary Works. Under two of these the actual sums expended were less than the votes allowed, even if the supplementary sums allocated

at Kowloon Point for the railway terminus, which cost \$438,699.25, and to the rapid progress made with the deepening of Causeway Bay. The excess under these and other sub-heads were however largely counterbalanced by savings under others. It is in the appended annex to the report that we find more specific information on the matter of Extraordinary Works expenditure. Comparing the estimated expense with the actual we gather that there were excesses under ten sub-heads and decreases under 28. In regard to the new law coursing the vote for 1909, amounting to \$130,000, was not nearly expended, there being a balance of \$48,849.70 left at the end of the year. There is no explanation in the report why work to only this extent has been carried out, neither is it stated why of \$130,000 set aside for the new Post Office buildings "only a little" over \$153,000 was absorbed. Presumably in these matters silence is golden. It is interesting to note in passing that the total estimates for the former building amount to \$706,200, of which over \$64,000 had been expended to the end of 1909, while in regard to the Post Office over \$673,000 had been disbursed out of the total estimates of \$930,000. The slowness in growth of buildings undertaken by the Department is again emphasised in the case of the new market still in course of construction at Kowloon Point. Of a sum of \$50,000 voted for use in this undertaking less than \$13,000 was called upon, but in this instance we have some reason advanced to account for the slow progress. Here it is:—

"The work had to be stopped at the end of October owing to the non-arrival

of the columns and girders from England and it was still suspended at the close of the year." It was ever thus in Government ventures. A private firm generally gets what it wants precisely when required. A powerful Government Department, defendant on the Crown Agents, is kept waiting for the arrival of ironwork known to be needed from the very beginning! There is another item on which some additional light would have been welcome. It is in regard to the vote for training initials. On an estimate of \$20,000 only a mere \$3,003.07 was spent, and the only comment thereon in the report is a tabulated statement giving particulars of the work carried out under this heading. This is typical of a considerable number of items—a big estimate and a small expenditure. Why this should be we are at a loss to understand. Presumably estimates are based on some knowledge of likely requirements—at least they should be—and if this be so we cannot comprehend why there should be such a wide disparity between the actual and the estimated cost of work. In cases where exceptional circumstances have arisen to prevent progress we can well see that the difference might be considerable, but when no such conditions are alleged—as in a number of cases here—we are entitled to ask for some reasonable explanation. If it be a case of wilfully delaying needed works to effect savings in order to counter-balance unexpected expenditure elsewhere, we have nothing but condemnation to apply to such methods. There remains only one other item to which we intend referring, and in the briefest manner possible. There would have been no excess of expenditure over estimates in the case of Extraordinary Work had it not been that a sum of nearly \$439,000 was swallowed up in the resumption of certain lots of land at Kowloon Point "with a view to the construction of the passenger terminus for the Kowloon-Canton Railway". These, apparently, are the lots immediately in front of Victoria View. And after all the trouble and expense which these resumptions have involved the idea of utilising this land in the manner indicated was suddenly abandoned and now the lots remain on hand. Of course, the Government is still in possession of money's value if it has yielded up actual cash; but the whole thing goes to show a lack of foresight which, in the case of a Government Department, is almost unpardonable. We shall probably never be fully acquainted with the inner history of this little matter. If we came to be, it would doubtless provide an illuminating sidelight on Departmental methods.

MALARIA AT WEST POINT.

The Sanitary Authorities would do well to carry out a systematic mosquito campaign round about West Point and the vicinity of the new university. The justly dreaded mosquito is evidently thriving there, judging from the number of malaria cases that have come to our knowledge lately. One popular member of the medical fraternity informed us the other day that he had no less than ten patients under treatment for malaria, and this within a very limited area. The ten cases mentioned do not by any means represent the full total of sufferers. The sickness now prevailing amongst servants in European houses in this district is abnormal and their exodus to Canton is so frequent as to greatly inconvenience householders.

[Continued.]

THE AIRSHIP IN WAR.

DEADLY EXPERIMENTS.

(Reuter's Service to the China Mail.)

LONDON, July 26.

Reuter's New York correspondent writes that officers of the Army and Navy in reporting on experiments made with the Currie aeroplane in dropping bombs at a target representing a battleship say there is no firearm in existence able to cope with perfect aerial torpedo destroyers.

FOR ANGLO-GERMAN UNDERSTANDING.

A "MIGHTY AGITATION" URGED.

(Reuter's Service to the China Mail.)

LONDON, July 25.

The Berlin Vorwärts, in announcing that the Government will introduce another Navy Bill after the Reichstag elections, urges a mighty agitation to induce the Government and the Reichstag to adopt as an alternative policy an understanding with Great Britain.

[Note—The Vorwärts is the leading Socialist daily paper published in Berlin.—En C.M.]

A TERRIBLE HURRICANE.

HUGE LOSS OF LIFE.

(Reuter's Service to the China Mail.)

LONDON, July 25.

As the result of a hurricane in the Milau district fifty people have been killed and hundreds injured.

THE SIBERIAN ROUTE.

POSSIBLE TRANSPORT DUTY.

Caustic German Comment.

(Reuter's Service to the China Mail.)

LONDON, July 25.

The Vossische Zeitung calls attention to the recent semi-official Russian announcement that the Government was considering the introduction of a transport duty on foreign goods despatched to the Far East via the Siberian Railway.

The journal asks whether this implies an intention on the part of Russia to hamper foreign trade in Manchuria. It asks if this is the first consequence of the incipient Russo-Japanese agreement for the opening of the door in Manchuria to all nations.

SPANISH EX-PREMIER SHOT.

ASSASSIN CAPTURED.

(Reuter's Service to the China Mail.)

LONDON, July 25.

The ex-Premier of Spain, Senor Maura, was visiting Barcelona and was shot and wounded in the leg and arm, while a friend who was accompanying him was wounded in the leg. The assailant was arrested in the act of firing a fourth shot.

A NAVAL APPOINTMENT.

BRITAIN'S REPRESENTATIVE IN JAPAN.

(Reuter's Service to the China Mail.)

LONDON, July 25.

Captain Sir Douglas Brownrigg has been appointed British Naval Attaché at Tokyo.

[Note—Commander Sir Douglas E. R. Brownrigg, R.N., whose 42nd birthday day (July 25) entered the Naval Register 1881, became Lieutenant ten years later and Commander in 1892. He served in the Sudan in 1884, and was awarded the medal and bronze star. In his new appointment he succeeds Capt. Dundas of Dundas, who visited Hongkong last spring.—En C.M.]

Spare for a narrow gauge railway, travel in Prince Edward Island, Canada, remains as it was before the use of steam power, and the legislature has just refused to repeal a law making it a criminal offence to use a motor-car in the province.

DRAUGHT ENGLISH ALES AND STOUTS IN STONE JARS.

The purest, best and most wholesome drink in the Summer is a glass of ALE or STOUT mixed with a little lemonade, and the best way of buying Draught Ale or Stout is in Stone Jars.

We supply only the very best quality of Ale and Stout in our patent Jars of from 1 to 5 gallons each. The Jars are fitted with Patent Tops which enable the consumer to draw off a little of the contents from time to time, while the remainder is perfectly good and sweet.

Price \$1.25 per Gallon from

H. Price & Co., Ltd.,

12, Queen's Road Central, Hongkong,

TELEPHONE No. 135.

Zoontong, July 25, 1910.

[Continued.]

SHANGHAI FINANCIAL CRISIS.

EFFECT OF RUBBER BOOM.

(From Our Own Correspondent.)

SHANGHAI, July 25.

There have been a number of financial crises in Shanghai, owing principally to the rubber collapse. Three native Banks controlled by the leading piece goods operator have failed, causing the failure of six others on Saturday.

A meeting was held yesterday at noon at the Bureau of Foreign Affairs being attended by bankers, piece goods merchants and representatives of the various Guilds. The Taotai, Mr. E. R. Hunter (manager of the Hongkong and Shanghai Bank), and Mr. Landale, of Messrs. Jardine, Matheson and Co. (the Chairman of the Municipal Council) were also present. The Hongkong and Shanghai Bank and representatives of the other foreign Banks agreed to combine to assist the native Banks, the Viceroy guaranteeing a loan,

(Wah Tsz Yat Po's Service)

SHANGHAI, July 24.

The Ching Yun, a native bank here has closed. The debts amount to two million taels.

The failure of the bank has caused great commotion in the money market.

SHIPPING DISASTER OFF KOREA.

MUCH LOSS OF LIFE FEARED.

PIRATES DISCOVERED IN GREAT NUMBERS.

GUNBOATS AND TROOPS RETURNING.

(From Our Own Correspondent.)
Macau, July 25. 2.50 p.m.

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The latter on the plea that the men had been sent to spy on him, seized their heads to be cut off and had the bodies interred at Colowan. Full strength Pang Yi offered his services to the Chinese Government and later on denounced the whole abduction episode. How the whole incident in a nutshell. What followed is public history. Pang Yi is now a graded official and it is owing to his singular activity that Leong Yu Wa and his band have been kept on tenterhooks for weeks past.

A rumour was current to its effect that in recognition of the late service rendered, China had distinguished all further claim to Colowan. The idea is a mistake, as China had already, when General Machado was here, acknowledged the rights of Portugal over Colowan.

At a matter of fact, the delimitation as far as land went had been settled to a point, the portion still in abeyance being the claims of China over the waters of the inner harbour.

The kind thought of supplying refreshments and tobacco to the men in the field must have been welcome, for despite these petty comforts they are thoroughly worn out. Apart from the two items noted in my last, receipts aggregate \$4 15 00, which \$100 is the gift of the members of the Club Eusitano.

We learn that native capitalists entertain some idea of presenting a token of sympathy to the Portuguese Government.

The natives of Colowan sit down the law of the pirates, between 12th and 13th inst., at 80 killed and 100 wounded, there being a close identity of loss among the rest of the population.

The pirates are reported to have used their boy hostages as shields for their personal guard. One of the rounded men died yesterday at the military hospital.

Pirate bullets played havoc with the hull of the Macao.

Eighty-four men from its Vasco da Gama have been detailed here for garrison duty. As already advised, a small force with 2 field guns still occupies the island.

The men all speak in the highest terms of Dr. Cesar Andrade who, disdaining every weapon except a revolver, stood to the wounded and faced every approaching aggressor mounting with miraculous courage and sang-froid.

A deputation from the Associated Chambers of Commerce has waited on Lord Crewe that Crown lands in Crown Colonies should be reserved for the purpose of eventually reimbursing the Imperial Government on its outlay in the Colony. Lord Crewe promised to consult the Treasury, but said it had never been the custom to make money out of the Colonies, and he rather dreading the idea of forcing a moral claim of that kind on the Crown Colonies. They ought not, without great consideration, attempt to enforce the principle of recovering grants for imperial defense from the Colonies. Lord Crewe had evidently forgotten for the moment the enormous military contributions which are squeezed out of Hongkong and Singapore by the Imperial Government.

A cablegram has been received at the Head Office of the Clifford-Wilkinson Tansan Mineral Water Co. Ltd., stating that "Tansan Water" has been awarded a Gold Medal by the Judges of the Anglo-Japanese Exposition. Seeing that this local natural mineral water has to compete against both Apollinaris and Perrier, besides many other German and Austrian waters, the success thus far by Tansan is very noteworthy, and I heartily congratulate the Company and every one connected with the Works of Takaradzuka, Mr. Clifford-Wilkinson's long and arduous up-hill struggle to win a world-wide demand for Tansan seems at least to be meeting with its due reward. It is small credit to the Company that they have to have the water transported by steamers all the way to Europe, passing through, as it necessarily must pass through, several variations of climate, and deliver it on the London market in tip-top condition.

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Shipping.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

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LONDON & ANTWERP, [SOMALI]	3 P.M. 28th	Freight and Passage.
PORT SAID & MARSAILLES	Capt. A. G. CURRY, R.N.R.	July.
SHANGHAI, MOJI, KOBE	NUEKIA	About 29th Freight and Passage.
TAIKO, SHANGHAI	Capt. F. J. Fox	July.
PUKU, HANKOW	BANCA	About 29th Freight only.
TAKU and MOJI	Capt. A. COLLYER	July.
DEVANHA		About 4th Freight and Passage.
SHANGHAI	Capt. H. POWELL	August.
LONDON, VIA UNUSUAL PORTS	ASSAYE	Noon. 8th See Special Cap. OWEN JONES, R.N.R. August.

For further particulars apply to E. A. HEWETT, Superintendent, F. & O. S. N. Co.'s Office.

CANADIAN PACIFIC RAILWAY CO.'S.

ROYAL MAIL STEAMSHIP LINE.

EMPEROR LINE.

Between China, Japan and Europe, via Canada and the United States, sailing at Hongkong, Shanghai, Nagasaki (through the Island Sea of Japan) Kobe, Yokohama, Victoria, and Vancouver, B.C.

The only Line that maintains a Regular Schedule Service of

12 DAYS YOKOHAMA TO VANCOUVER.

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SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

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(Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong:

EMPEROR OF JAPAN

SATURDAY, 6th Aug.

MONTEAGLE

TUESDAY, 16th Aug.

EMPEROR OF CHINA

SATURDAY, 29th Aug.

EMPEROR OF INDIA

SATURDAY, 17th Sept.

EMPEROR OF JAPAN

SATURDAY, 8th Oct.

MONTEAGLE

TUESDAY, 8th Nov.

Empress' Steamships leave Hongkong at 6.00 P.M. and "Monteagle" at 12 Noon.

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The "Empress" steamers on the Pacific and the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked on all the principal points in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Ports or New York (including Mail and Birth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line). £71.10.

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HONGKONG TO LONDON. Intermediate on Steamers and 1st Class on Canadian and American Railways, 2nd Class on Atlantic Line.

VIA Canadian Atlantic Port £25.

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FOR PORTLAND, VIA MOJI, KOBE and YOKOHAMA.

WITH LIBERTY TO CALL AT HONOLULU & SAN FRANCISCO.

STEAMERS. TON. CAPTAIN. To SAIL.

HENRIK ISEN 4578. 5th August, at Noon.

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HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, fastest and most luxurious steamers on the Coast, having splendid accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY & FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMERS. CAPTAIN. LEAVING.

HAICHONG Capt. W. G. Passmore. TUESDAY, 26th July, at 10 A.M.

HAIYAN Capt. J. W. Evans. FRIDAY, 29th July, at 10 A.M.

HAIYANG Capt. A. E. Higgins. TUESDAY, 2nd Aug., at 10 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

HAIMUN Capt. A. H. Stewart. WEDNESDAY, 27th July, at 10 A.M.

STEAMERS will arrive at, and depart from the Company's Wharf (near Blake Pier).

During the Months of July, August and September, a Special Reduction of 20% on Fares to Foochow and Return will be Allowed.

For Freight and Passage, apply to

DOUGLAS, LAPRAIK & CO., General Managers.

Hongkong, June 22, 1910.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LIMITED.

MAIL SERVICE TO AUSTRALIA.

MAIL SCHEDULE SUBJECT TO MODIFICATION.

STEAMERS ARRIVE HONGKONG FROM AUSTRALIA. LEAVE HONGKONG FOR AUSTRALIA.

ALDENHAM June 28. July 26. Aug. 23.

EMPIRE July 26. Aug. 20th, at Noon. Sept. 17th, at Noon.

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electric Fans. A duly qualified Doctor and Stewards are carried.

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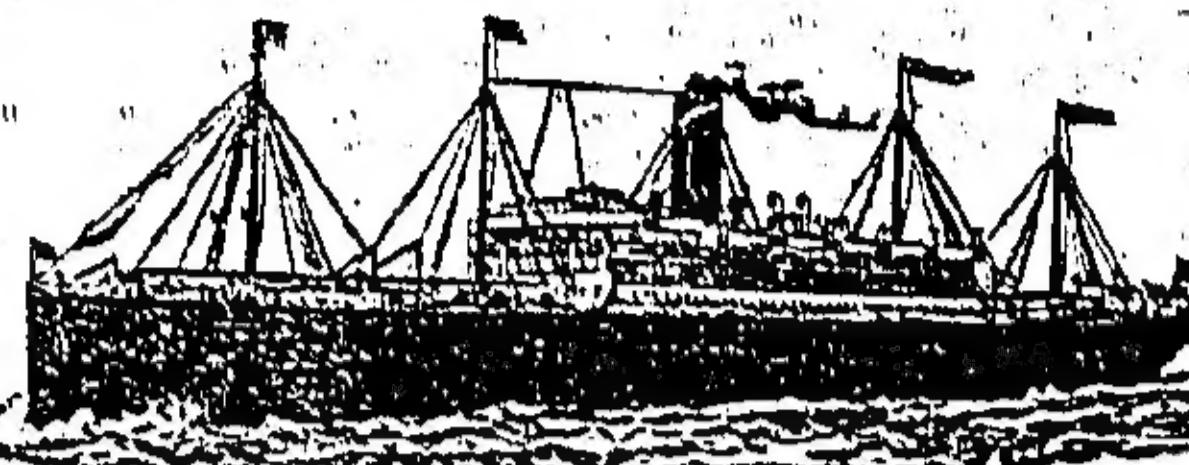
GIBB, LIVINGSTON & CO., Agents.

Hongkong, November 1, 1908.

Shipping.

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Only line taking the wide SOUTHERN Route across the Pacific, via Hongkong, the most fertile and beautiful island of the Pacific.

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STEAMERS. SAILING DATES.

NIPPON MARU 11,000 Tons SATURDAY, 30th July, at 1 P.M.

SEIREI MARU 13,000 Tons SATURDAY, 16th Aug., at 1 P.M.

MANCHURIA 37,000 Tons SATURDAY, 20th Aug., at 1 P.M.

CHIYO MARU 21,000 Tons SATURDAY, 27th Aug., at 1 P.M.

MONGOLIA 27,000 Tons SATURDAY, 17th Sept., at 1 P.M.

TENYO MARU 21,000 Tons SATURDAY, 24th Sept., at 1 P.M.

KOREA 18,000 Tons SATURDAY, 1st Oct., at 1 P.M.

Two Screw & Triple Screw Steamer.

The T. E. K. & N. NIPPON MARU will be despatched for San Francisco, via Keelung, Shanghai, Nagasaki, Kobe, Shimizu, Yokohama and Honolulu, on SATURDAY, July 30th, at 1 P.M.

Fares: Hongkong to London £71. 10. 0. Return six months £120.

24 months £125; including Birth and Meals across America.

INTERMEDIATE SERVICE.

CHINA 10,200 Tons, SATURDAY, 18th Aug., at 1 P.M.

ASIA 9,500 Tons SATURDAY, 3rd Sept., at 1 P.M.

The a.s. CHINA will leave for San Francisco, via Keelung, Shanghai, Nagasaki, Kobe, Yokohama and Honolulu, on SATURDAY, August 13th, at 1 P.M.

The fine Mail Steamers ASIA and CHINA carry Intermediate passengers only, affording superior accommodation for that class.

Hongkong to London via Canadian Atlantic Ports £245.

SPCIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Services of the China and Japan Governments.

Through Bills of Lading issued to Japan, North, Central and South American Ports.

For further information as to Passage and Freight, apply to the Agency of the Company, Kine's Building (opposite Blake Pier).

FRED J. HALTON, Agent.

REGULAR SERVICES. PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE & PUGET SOUND RAILWAY.

THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.

(The only direct train service, without transhipment, also shortest and fastest route)

Taking cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, also to the Principal Ports in Mexico, Central and South America.

For further information as to Passage, apply to T. A. RIMA, Manager.

Hongkong, October 2, 1908. 1383

VICTORIA HOTEL, SHAMSEEN, CANTON.

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TELEGRAPHIC ADDRESS: "FARMER MACAO". SITUATED IN THE CENTRE OF THE PRAYA GRAND.

Both Hotels electrically lighted and under experienced European Supervision.

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STANDING in its own grounds with Tennis and Croquet Lawns, Large airy and well furnished rooms. Every home comfort. Fine view of the Harbour. Telephone, No. 690.

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ATTENDANCE AT PATIENTS' RESIDENCES.

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Hongkong, June 22, 1908. 708

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TRADE THERAPION.

This successful popular remedy used in continental hospitals by Ricard, Rovats, Joliet, Velpen and others, has now been introduced into this country.

It removes all discharges, supererogatory infections, the use of which does irreparable harm by laying the foundation of structure and other serious disease.

For good potential, but not secondary diseases, it is a valuable remedy.

It possesses a great power in removing stricture, fistula, &c., and in curing all diseases of the rectum.

It is also a valuable remedy in the cure of piles.

THE THERAPION is obtained from the principal

parts of the plant, and is a valuable remedy in the cure of piles.

It is also a valuable remedy in the cure of piles.

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